









## Alexandria General Produce Association.

## BULLETIN HEBDOMADAIRE.

Vendredi, le 12 Mai 1905.

## COTON

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## ARMY AND NAVY.

(FROM OUR CORRESPONDENT).

London, May 4.

On the reduction of the Egyptian command the post of Chief Staff Officer has been abolished.

An exchange between Lieutenant-Colonel R. C. C. Cox, 1st Battalion, and Lieutenant-Colonel G. M. Mackenzie, 2nd Battalion Royal Irish Rifles, has been sanctioned by the Army Council. Lieutenant-Colonel Cox will proceed to Cairo at the end of this month to take over the command of the 2nd Battalion there, and Lieutenant-Colonel Mackenzie will return home to the 1st Battalion at Derby.

Major J. K. Watson, C.M.G., D.S.O., King's Royal Rifle Corps, lately A. A. G. on the staff of the Khedive's Army, has taken his retired pay after 20 years' service in the Army. The vacant majority has been filled by the promotion of Captain E. Pearson-Serod, who for some time has been officer in charge of auxiliary duties in the Welsh and Midland Commands. Major Pearson-Serod has worn the jacket for over fifteen years, and with the 2nd Battalion in the defence of Ladysmith (mentioned in despatches, medal with clasp).

Lieutenant H. H. Shott, D.S.O., Royal Berkshire Regiment, just promoted to that rank, is now serving with the Northern Nigeria Regiment at Lokoja. He has had a very stirring career. The son of a naturalized Norwegian gentleman, he was born at Dover and served as a trooper in Plumer's relief force in the Matabele campaign of 1895 (medal). He was subsequently a proprietor, trade hunter in South Africa, and on the outbreak of the late war he joined Battalion M. I. as a trooper and from sergeant was given a commission in the Royal Berks in December, 1900. He afterwards served with the Mounted Infantry till the close of the war. Mentioned twice in despatches, medal with clasps, D. S. O., King's medal with two clasps.

Captain Osmond de B. Brock, from command of the Admiralty yacht "Endurance," has been appointed to the command of the battleship "Bulwark," flagship of Lord Charles Beresford, the new Commander-in-Chief of the Mediterranean Fleet. Captain Brock is a very clever officer of over 25 years' service; he took five "winds" at his examination, and obtained his lieutenancy in 1889, was promoted commander in 1900, and captain on the New Year's Day of last year.

Captain F. C. D. Sturges, C.M.G., M.V.O., late commanding the cruiser "Drake," has been appointed Chief of Staff on the Mediterranean Station, and is posted to the "Bulwark" for that duty. Captain Sturges served on board the "Holt" at the bombardment of Alexandria, 1889 (medal with clasp and Khedive's star); received the gold medal of the R.U.S.I. in 1886 and again in 1894; commanded the British force in Samoa in March, 1889, for which he was awarded the C.M.G., and he got the M.V.O. two years ago in connection with the King's visit to Malta.

The destroyers "Rena," "Etirick," "Dea," "Arin," and the "Itchen," are under orders to leave the Mediterranean Station to join the destroyer flotilla on the China Station. The destroyers are all of the "River" type. The "Rena" and "Etirick" are of 515 tons, heavier displacement and the others are 10 tons heavier. All are of 20-knot speed and the complement of each is 70 officers and men. Their armament consists of one 12-pounder, five 6-pounders, and two 18-inch torpedo-tubes. They were completed for service in the past two years, and were specially designed for rough seas, being more substantially built than the speedier destroyers.

There are signs of a determined hostility in some quarters to the new scheme for the distribution of the fleet described in Lord Selborne's memorandum of this year. The most elaborate criticism so far appears in an article contributed by Sir William White to the May number of the "Nineteenth Century," in which it is claimed that the Admiralty policy has not been explicitly or accurately placed before the country, that it does not affect the economies represented, and that it does not make for the greater efficiency of Imperial defence. According to this writer, "It appears that there has been recently no such heroic or extensive reduction in our effective fleet as is generally supposed; that the ships struck off consist largely of vessels which for some time past have been reckoned ineffective and that the claim that large immediate economies on repairs are due to the diminution of ships has not been realised." In so far as there is a real reduction, Sir William White contends that it has been insufficiently thought out, and in some cases misdirected. No clear principle seems to have been followed in the selection. Sister ships receive different treatment, and vessels are retained which are distinctly inferior to others assigned to the scrapheap. "A case to which he refers particularly is that of the two protected cruisers, "Mersey" and "Severn," finished in 1887-88, which cost together nearly over £200,000, and have been sold for a little over £14,000. "They closely resemble in age, protection, and speed, the "Narvik" and "Takaboko," which I designed and built for the Japanese Navy in 1884-85, but the Japanese find their vessels worth keeping on the effective list, and they have not been sold, although they have led to the destruction of the "Varing" and "Banyu." It notes that the new scheme "really involves the

practical abandonment of the time-honoured principle of local protection of British interests, through the withdrawal of smaller vessels, and points out that the savings in the Naval Estimates for the present year have for the most part nothing to do with this reorganisation.

The general trend of Sir William White's article to convey a negative answer to the question which leads it, viz., "Is Our Rearward 'Wander' Angle?" and the same scepticism is discernible in a communication which holds the first place in this month's "Blackwood." This second writer complains that the Admiralty "do not seem to appreciate the fact that the concentration of the armoured cruisers leaves the field clear to smaller cruisers to prey on our commerce, which will be unprotected if our small ships are broken up or sold." He proceeds further: "The present unarmoured 'crus' to hostility on ships as obsolete is quite contrary to war experience. The ancient 'Narvik' has done better service than the modern 'Akshol' or 'Norvik.' It is evident that the nature and amount of the work which war involves is but little understood. Unlike cover of the battle-fleets an immense amount of work has to be done, not only in attending on the fleet itself, but in connection with any military expedition which may be undertaken. This can be best entrusted to small ships of no great power."

Many ships will also be required to cover the trade from the attack to which it will be exposed from the small cruisers of the enemy—the most dangerous form of attack. In fact, the work will be no multiplication that place will always be found for every ship which carries a gun. Even the customary aloofness of "Corps" is allowed to be broken in upon by a paper from Sir Cyril Bridge, in which some very similar conclusions are suggested. "The affliction to fleets of cruisers in squadrons," says this authority, "leave the defence of trade routes against an enemy's individual cruisers unprovided for; and it is worth attention that the onus to provide for the defence in question is accompanied by a wholesale transfer from the line of smaller ships quite effective for this service."

**Anglo-American Nile Steamer.**  
HOTEL COMPANY.  
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ALEXANDRIA BONDERS WAREHOUSE CO. LD.  
115, 116

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ALEXANDRIA.  
50. PER DAY, WINE INCLUDED.  
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# LAUREL & GENTS' OUTFITTING.

RELIABLE  
BRITISH  
GOODS.

MOHAMED ALY.

SOME PERSONAL REMINISCENCES  
BY  
SIR CHARLES MURRAY, K.C.B.

(Concluded)

MOHAMED ALY'S AGITATION.

"It is said that hardly had the cortege begun to defile when Mohamed Aly began to utter his money movements betrayed his emotion. When he heard the first discharge of musketry his agitation increased to a degree quite uncontrollable. He grew pale and trembled. Perhaps he feared that his orders would be executed by faltering hands, and that a bloody struggle might end in his own ruin and murder. Perhaps he was repelled under such circumstances, some of his physicians, attending the apartment where he sat, and approaching him said, with a gay air, such as only an Italian could utter, 'The affair is over; this is a happy day for your Highness.' The Vicoy replied nothing, but his silence was expressive, and opening his parched lips, he gauged out a call for water.

THE FINALE.

"The houses of the Memloeks were given up to plunder. They were stricken down, buying and selling, feasting and marrying. Immense spoils were found. Orders were given to exterminate any who could be found in the city. Enthusiasm was denounced against any one known to harbour them or to facilitate their escape. For two whole days the pillage went on unchecked. Then the Vicoy, in his robes of ceremony, made a solemn procession through the city and put an end to the sack. Those who escaped the general massacre were permitted to retire to their homes, and to remain unmolested. It is said that about four hundred and forty, with their chief Ibrahim Bey, were murdered in the Citadel. In the city and the country it is supposed that no less than twelve hundred more were sacrificed."

It may be asked how Murray could look with calmness, even with admiration, on the author of such a deed, when he came to Egypt, he heard from the lips of men who had witnessed it in all its hideous details. Murray could only say that the destruction of the Memloeks was a reform necessary to all other reforms; they frustrated all Mohamed Aly's plans, they had twice attempted his assassination; he had to play the game according to their rule—or lose it.

WAS IT A NECESSITY?

"It is clear that Mohamed Aly had been guilty of a great crime. The offence could not be vindicated. Yet in order that the cause may be justly apportioned to the transgression, the circumstances of the criminal and of the time must be taken into consideration. The destruction of the power of the Memloeks was a reform necessary to all other reforms. Their rule was tainted with all the vices of oriental despotism, and with the vices of despotic rule. The domination of the Memloeks, the conflicting pretensions of the chiefs had produced a series of crimes and disasters such as can hardly be found elsewhere in the history of the world. A succession of disolute Sultans, sunk in indolence and debauchery, riotous away in eating opium, fondling concubines, and listening to buffoons, or they ruled themselves only to indulge in wholesale murders. The wealth of all Egypt would not have purchased their allegiance to any Government; no benefits could conciliate, no compact could bind them.

ORIENTAL POLITICS.

"Oriental politics are a fearful game. Mohamed Aly was not only struggling for empire, but for life and liberty. Fear is the most cruel of passions, and he was beset by powerful, wily, and implacable enemies. He had been for some time at peace with them, when they had twice tried to murder him, and had frustrated all his plans. He knew that to temporize with them was useless, and to punish them impossible. Where there is no law, there will always be violence. There must be some check on strong and reckless men. There was not one among the Beys who, in a sound state of society, might have been tried and executed as a traitorous usurper of the throne of the province. They were far worse than the Scottish chiefs who provoked the massacre of Glencoe. They were more dangerous than the nobles of the League who distracted the Government of the last Valois. Their horse, their clothes, their strength, their fine arms, have invested them with the same kind of romance which lingers around the splendid

PERSONAL ADMINISTRATION.

Of Mohamed Aly's personal methods of administration many curious anecdotes are given. Here is one which is used to tell of Murray as reflecting creditably on his own sagacity as a ruler:—

"Stopping once upon his way from Alexandria to Cairo, and having determined upon making a call on the chief engineer of the province. Having given him the length, breadth, and depth of the canal required, he asked the engineer in what space of time he would undertake to make it. The man took out his pencil and paper, and having made his calculations, answered that if the Pasha gave him an order on the governor of the district

for the labour required, it might be finished in a year. The reply to this was a signal to the Pasha's servants to throw the engineer on his back and give him two hundred blows with a stick on the sides of his face. This ceremony being concluded, 'Here,' said the Pasha, 'is an order for the number of lakoures you may require. I am going to Upper Egypt; I shall come back in four months; if the canal is not completed by the day of my return, you shall have three hundred more. The work, he would add, with much self-complacency, 'was punctually executed.'

SUBORDINATES' METHODS.

Undoubtedly, such a system was liable to intolerable abuse in the hands of subordinates. For instance, on one occasion a quantity of plate was stolen from Mohamed Aly's palace at Shoubra; the sheikh of the Arabs and the pasha's watchmen in the neighbourhood were thrown into prison and severely flogged for supposed dereliction of duty. The unhappy sheikh declared that if he were set at liberty he thought he might catch the thieves, but that he could do nothing so long as he was kept in chains. Accordingly, being set free, he went straight to the slave-market and bought a couple of negroes lately imported from Arabia. Next day he sent the couple a word of Arabic. The sheikh, having arranged convenient 'testimony' with some of his comrades, brought the negroes to the palace and accused them of having stolen the plate. Mohamed Aly ordered them to be bastinadoed till they confessed, and if they would not confess, they were to be hanged. The poor wretches, wholly ignorant of what was going on, thought they had been brought into the service of the palace, and were very well pleased, till they found themselves suddenly thrown down and cruelly beaten. Being unable to confess anything, half an hour later they were swinging from the trees at the back of the palace; the sheikh and his comrades went free, and oriental justice was appeased.

## AMERICAN TRADE WITH EGYPT.

Vice Consul General Frederick G. Morgan, of the United States, reporting on the subject of 'The Commerce of Egypt and the Share of the United States Therein,' supplies this table of the value of textile importations in 1905:

|  | Imports from U.S. |
|--|-------------------|
| Cotton and linen yarns, silk, wool, etc. | 2,861,269         |
| Cotton (Manchester) goods                | 11,581,228        |
| Woolen goods                             | 1,645,423         |
| Silks                                    | 399,590           |
| Manufactured goods                       | 878,747           |
| Blankets                                 | 671,635           |
| Manufactured linen goods                 | 1,250,435         |
| Hosiery, etc.                            | 531,532           |
| Other textile fabrics                    | 1,925,011         |
| Total textiles and yarns                 | 24,513,320        |

DIRECT AND INDIRECT TRADE WITH THE UNITED STATES.

It thus appears that the trade from Egypt to the United States in 1905 was valued at \$4,607,605, while the table of imports shows that goods to the value of \$1,181,183 were received in the same year, leaving a balance of trade against the United States of \$3,426,422, against which there is no record, either last year or in previous years, of any specie having been received from the United States in settlement of the account. The balance of trade always has been—and until direct trade has been established always will be—against the United States, as far as statistics go. But the figures do not represent the actual commercial intercourse of the two countries. The non-existence of an Egyptian mercantile marine, and the bulk of intercourse with the United States being indirect, accounts for the disparity.

During the twenty years from 1884 to 1903, Egypt exported goods to the value of \$1,833,802,463, of which \$48,269,576 was valued as being consigned to the United States. During the same period the imports were valued at \$1,010,832,467, of which only \$2,467,407 are credited as coming from the United States. As already stated, the figures given do not represent the actual commercial intercourse between Egypt and the United States, but whatever that actual intercourse may be, there is, as a result of the importations made, no question in my mind that the United States is not enjoying anything like the proportion of the import trade to which it is entitled.

Except on rare occasions when a vessel of the United States Navy visits Egyptian waters, our flag is never seen among the 1,500 steamers and 2,000 sailing vessels clearing from Alexandria annually; and of the 3,791 vessels passing through the Suez Canal in 1905, with net coastal tonnage 12,000,000 tons, the American flag was carried only 12 (possibly Government colliers), with a tonnage of 25,612. As these 12 steamers passed through the canal, it follows that they were not charged with cargo for Egypt, and as no vessel flying the American flag came into an Egyptian port with cargo, the natural inference would be that there was no commercial intercourse whatever between the United States and Egypt. It is pointed out the fallacy of this. That any goods at all are entered as coming from the United States is probably due to shippers consigning goods in their own names to one of the local banks, the shipping documents being transferred to the actual consignee on his accepting the goods with accompanying bills. For various reasons orders for American manufactures and goods are by preference sent to agents in England and on the Continent, and these goods being trans-shipped at Liverpool, London, Hull, Antwerp, Marseilles, etc., and loaded on other vessels from these ports trading to Egypt, are credited to the countries from which they are shipped. Goods of California origin shipped across the Pacific and landed at some Eastern port, are picked up by any vessel proceeding through the Suez Canal, appears in the official returns as coming from British possessions in the Far East.

(To be continued.)

### The Standard Life Assurance Company.

ESTABLISHED 1865.  
ACCUMULATED FUNDS £11,300,000  
BONUS YEAR 1905.

THE NEXT DIVISION OF PROFITS will be made amongst participating Policies in accordance with the provisions of the Act of 1865, and will be paid to the Policyholders in the month of June 1906.

SEVEN MILLIONS STERLING.

Head Office for Egypt: Kharia Kasr-el-Nil, Cairo.  
B. NATHAN & Co., A. V. THOMSON,  
Chief Agents for Alexandria, Secretary for Egypt.

## EGYPTIAN COTTON IN INDIA.

In a report to the American Department of Commerce and Labor from the United States Consulate at Bombay, India, it is declared that very fair success has attended the experiments by the Bombay Government in the province of Sind in the cultivation of long-staple cotton. There have been many attempts to grow Egyptian cotton in India, says the report, but they have generally failed. Sometimes the soil was unsuitable, but more often the failure was due to the fact that little effort was made to imitate Egyptian methods for growing the staple, and almost invariably the cotton was too late. But it has at last come to be recognised that if ever Egyptian cotton is to be grown in India the province that presents the best prospects of success is Sind. The conditions there approximate more closely those of Egypt than elsewhere. The soil is not dissimilar to the desert, dry and barren, and the scarcity of rainfall presents points of close resemblance; and Sind possesses perennial irrigation upon which the successful cultivation of Egyptian cotton chiefly depends. It is of no use to seek to grow Egyptian cotton in the Deccan or in Gujerat, and to depend for water upon a rainfall extending over three and one-half months. The long-stapled Egyptian variety takes far longer to mature than the quick-growing Indian cotton, and it is essential that it should be continuously watered. Sind, with its light soil, its dry air, and its increasing system of perennial irrigation, presents advantages no other Indian province can show.

Land at Dhors Nara, near the Jamroo Canal, some distance above Hyderabad (Sind), was chosen for the experiment. Sowing was not completed until the end of April, whereas to attain full success it should have been done by the end of February. Nevertheless, with this bad start, remarkable results were obtained. All four varieties of Egyptian cotton were planted, including Abassi, commercially known as Egyptian white; Mitafifi, or Egyptian brown; Ashmudi, or Upper Egyptian brown. The cotton plants were dense and tall, the plants being mostly shorter, higher growing a remarkable contrast to the stumpy plants of Gujerat, or the untemper, short, and ragged appearance of the indigenous varieties of Sind. The plants were thickly covered with bolls, and those that had opened were unusually large and even, rendering picking easy. They yielded a long silky staple, which was pronounced to be fully equal in quality to that of the parent stock. In quantity it was considered even larger than is customary in Egypt, and the plants had grown as high as the highest of Egypt. The yield (estimated) would be at least one bale to two acres, or even more, whereas in the Bombay presidency the average yield is one bale to five acres.

An important feature of the cultivation of Egyptian cotton is that it must be sown in ridges. In Gujerat cotton is sown in level ground without ridges; in Sind, where the standard of cultivation is far below that of Gujerat, the cotton seed is merely sown broadcast. This is a wasteful and uncertain method, but it is characteristic of the Sind cultivator, who often does not even take the trouble to clear his ground of camel-thorn bushes. In Egypt the ridges for the cotton are made by plough, the seed being sown on the side of the ridges. It is here probably that one of the first difficulties will occur when the experiment takes a broader shape than that now controlled by the director of agriculture. The cultivators who have seen the plot fancy that the ridges must be made by hand. This was done at Dhors Nara, owing to the heavy work which the experiment was commenced. The typical Sind plough, which only varies slightly from the Gujerat type, can be converted for the purpose of constructing ridges at an almost nominal cost. The Sind plough is simply a piece of wood rounded, which merely cuts the earth, but by adding a bar of iron on one side, at the cost of four or five annas, an implement well adapted for breaking up ridges is provided. It moves easily through the light sandy loam of the district, and there is no need for the cultivator to apprehend that the ridges need to be made by hand, which would add seriously to the cost of cultivation.

The main object of the experiments has been to test the capacity of Sind for Egyptian cotton cultivation, but it must be also remembered that some rows of twelve or fifteen of the best American varieties have also been tried. The results attained were somewhat more favorable than with the Egyptian species, and on the whole the yield from American plants has been amazingly good in both quality and quantity. It may, indeed, ultimately become a question whether American cotton should not be given the preference over Egyptian. But so many contingencies hinge upon this problem that for the present it has not received very close attention.

BRITISH CHAMBER OF COMMERCE.—We would call the attention of persons interested in Egyptian trade to the work of the British Chamber of Commerce of Egypt, whose office is at 25, 26, and 27, The Arcade, London, E.C.4. It is a body of members, and whose monthly publication reviews our commerce. The annual subscription is £1 and all British traders should become members. Our London office, 25, New Broad Street, E.C.4, acts as London agent to the Chamber.

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SEVEN MILLIONS STERLING.

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B. NATHAN & Co., A. V. THOMSON,  
Chief Agents for Alexandria, Secretary for Egypt.

## Cheap Prepaid Advertisements.

Under this heading advertisements are inserted at the following rates:—

|               | 15 words | 30 words | 45 words | 60 words |
|---------------|----------|----------|----------|----------|
| First 3 times | 1/6      | 2/6      | 3/6      | 4/6      |
| Next 3 times  | 1/6      | 2/6      | 3/6      | 4/6      |
| Next 3 times  | 1/6      | 2/6      | 3/6      | 4/6      |
| Next 3 times  | 1/6      | 2/6      | 3/6      | 4/6      |

The address is counted. The advertisement must appear on consecutive days for above rates to be obtained. 80% extra is charged for advertisements not appearing consecutively.

All self advertisements must be prepaid, and to this rule no exception whatever will be made. Letters in reply to advertisements will be posted to any address if a few stamps are sent by the advertiser to cover postage.

AGENTS' INTERNATIONAL TRADING AND TRAVEL MARKS REGISTERED.—A world business directory containing addresses of all important business firms of Great Britain, the Continent, and Egypt. Containing all over Europe and America. Price—One pound sterling. Post Free.

AGENTS' INTERNATIONAL HOTEL GUIDE sent free to all first class Hotels throughout Europe, America, the Continent and Egypt. The 'Red' reference book for travellers.

APPLY for French, Italian, Arabic, German, to the Berlitz Schools, Alexandria (26, Rue de l'Eglise Copte); Cairo (Sharia Khamel). Most rapid method of learning French. Evening classes at Alexandria, P.T. 60 per month. 35069-30-905

ADVERTISING AGENTS.—The best public advertising agents in Alexandria belong to G. Vester & Co., Adv. Agents, St. Catherine's Square. Special rates for permanent clients. Moderate terms. Prompt dispatch. 25642-31-12-905

ARABIC LESSONS given by an Egyptian tutor to Europeans. Apply M. Sheik, 'Egyptian Gazette' office. 25658-

BLICK TYPEWRITERS No. 5, 23, No. 7, 21, W.T. Emmens, 99 Rue Attarine, Alexandria. Address, Post Office Box 35. 30-9-905A

EXPERIENCED NURSE would take charge of infant for free passage to England June, July. Apply, No. 25,949, 'Egyptian Gazette' Office. 25949-6-1

FOR SALE.—Cart, Donkey, and Harness. £25. Apply, No. 25,952, 'Egyptian Gazette' Office. 25952-6-1

INSTITUTEUR de Saint Mary's Cairo de réputation internationale. Professeur de français, allemand, anglais, italien, russe, portugais, espagnol, grec, latin, hébreu, arabe, etc. S'adresser au Directeur. 25928-6-5

MOUNTAIN CAMP, for boys during summer holidays. Apply, Percival Mayall, B.A., Headmaster, English School, Cyprus. 25921-48-6

SINGING LESSONS recommended by the famous tenor FRANK DE REXHEG given by Herr B. Wechsler of Hildesberg, Germany. Free production system. Apply for trial lesson, press extract, Herr B. Wechsler, Post Office, Cairo. 25929-12-3

SELL CHEAP.—Engine Press, etc.; best condition; price low. Apply, 'Egyptian Gazette' office. 25939-6-3

TO LET for the summer, Furnished House facing the sea. Address, V.V.B., Alexandria. 25919-6-6

TO LET.—Furnished house with five rooms, situated in the best quarter of Alexandria, to let for 3 months, July, August, and September. Apply to A.J. Venig, P.O. Box 349, Alexandria. 25946-6-2

YOUNG MAN, knowing good English, speaks French and Greek, seeks situation. Apply No. 25,947 'Egyptian Gazette' Office. 25947-3-2

The American Manufacturers Agency wishes to advise having received a fresh consignment of Roll-top Desks, Morris Chairs, Sewing Machines, Card-tables, Typewriters, and other American goods. Write for the catalogue. 25978-2-9-906

### MARGOSCHES

ENGINEER & PRINTER  
CAIRO

### DAVIES BRYAN & Co.

Continental Hotel Buildings, CAIRO.  
St. David's Buildings, ALEXANDRIA,  
and 35-37 Noble Street LONDON, E.C.

## English Tailors Drapers and Outfitters.

Beg respectfully to announce that they have received their various stocks in the latest styles suitable for the present Season.

## CLOTHES

A large assortment of Blacks, Blues, Scotch, Irish & Harris Tweeds. All garments cut by experienced English Cutters, fit and style guaranteed.

A varied stock of Ladies' Blouses, Boas, Skirts, Belts, &c.

Careful attention is paid to Ladies' outfits suitable for Tours up the Nile.

## GENTS' OUTFITTING

The latest novelties in Ties, Collars, Shirts, Gloves, &c. Hosiery in all the newest makes, (Camel Hair brand a speciality).

We are also making a special display in the Drapery Department, consisting of Household Linen, Blankets, Calicoes, Eider-down Quilts, Cushions, &c., &c., which are marked at such figures as to command attention.

Boots & Shoes in the latest shapes, Bags, Trunks & all Leather goods in great variety.

Also a large assortment supply, of the following articles:—

HATS, CAPS, UMBRELLAS; WALKING-STICKS, RUGS, STUDES, BRUSHES AND ALL TOILET REQUISITES, &c.

Davies Bryan & Co. Cairo & Alexandria.

# AVIS

Les promoteurs de la Société en formation

## Société Égyptienne d'Entreprises Urbaines et Rurales

regretent de ne pouvoir satisfaire aux demandes d'Actions qui leur ont été faites, vu la décision qui a été prise de procéder à une émission publique pour la part qui pourra être octroyée.

La souscription publique aura lieu le Lundi 15 Mai 1905 aux Bureaux de Messieurs J. L. MENASCE FIGLIO & Co. Rue Chérif Pacha, de 9 h. à midi et de 3 h. à 5 h. p.m., aux conditions du prospectus.

Les promoteurs de la Société en formation

"SOCIÉTÉ ÉGYPTIENNE D'ENTREPRISES URBAINES ET RURALES"

EDOUARD ALMAGIA

J. L. MENASCE FIGLIO & Co.

R. ROLO FILII & Co.

## J. L. MENASCE FIGLIO & Co

### Souscription aux Actions

DE LA

## SOCIÉTÉ ÉGYPTIENNE D'ENTREPRISES URBAINES ET RURALES

SOCIÉTÉ ANONYME ÉGYPTIENNE AUTORISÉE PAR DÉCRET KHÉDIVIAL

CAPITAL: 300,000 LSTG.

Divise en 75,000 Actions au Porteur de Lstg. 4, entièrement versées

### CONSEIL D'ADMINISTRATION:

MM.

MM.

EDOUARD ALMAGIA,  
ALDO AMBRON,  
ROBERTO CAMIZ,  
GEORGES KARAM,  
HENRI NAHMAN,

BARON JACQUES DE MENASCE,  
BARON FELIX DE MENASCE,  
BARON ALFRED DE MENASCE,  
JACQUES ROLO,  
SALVATOR TIVOLI.

La Société a pour objet l'achat de tous biens immobiliers, urbains ou ruraux, la construction d'immeubles sur terrains urbains, leur location, la mise en valeur et l'exploitation de terrains ruraux, la rivente, les entreprises de travaux pour compte de tiers et les prêts hypothécaires.

Sur les 75,000 Actions, prises forme les fondateurs, au prix de Lstg. 4, 25,000 Actions sont offertes au Public au même prix de Lstg. 4.

La Souscription sera ouverte à Alexandrie, aux guichets de Messrs J. L. MENASCE FIGLIO & Co., rue Chérif Pacha, le 15 Mai 1905, de 9 h. à midi et de 3 h. à 5 h. p.m.

Il ne sera pas accepté de souscription par correspondance.

La répartition se fera au prorata des souscriptions; il ne sera pas tenu compte des fractions à la répartition.

Le prix d'émission, à raison de Lstg. 4, sera payable comme suit :

Lstg. 2 à la souscription,  
... 2 à la répartition.  
Lstg. 4  
Lstg. 4

contre remise des Certificats provisoires d'Actions au Porteur, entièrement libérées.

Il ne sera pas envoyé de lettres d'allocation.

La répartition sera publiée dans les journaux et affichée à la Bourse.

A la répartition, toutes sommes éventuelles résultant au crédit des souscripteurs seront applicables à la libération des Actions et le surplus sera restitué.

## Société Anonyme Agricole et Industrielle d'Égypte

### AVIS

MM. les Actionnaires sont informés que les dividendes de l'exercice closant le 31 Janvier 1905, sont payables à partir du 15 Mai courant à raison de :  
Fr. 45 pour les actions de capital, contre remise du coupon N° 8.  
Fr. 30 pour les Parts de Dividendes, contre remise du coupon N° 9.  
Au Siège Social, au Caire.  
A la Banque d'Anvers, à Anvers.  
A la Société Générale, à Bruxelles.  
A la Banque de Gand, à Gand. 25914-6-9

## DR. LE CLERC'S Pills for the Liver & Kidneys

are an unfailing and reliable remedy for diseases of these important organs, such as jaundice, general pain in the back and kidneys ailments (neuralgia or catarrhal), sold by principal Chemists, not in loose quantities, but only in boxes, price 2s. 6d. bearing the British Government Stamp with the words "Beware of the Cleric's Pills" impressed thereon to protect the public from fraud.

### DR. LE CLERC'S SOAP.

Medicinal, antiseptic, used and recommended by eminent dermatologists in the treatment of eczema, leprosy, psoriasis, skin eruptions, itching and irritating skin diseases, baby rashes, etc. When a prophylactic against the risk of contracting disease and infectious diseases generally. Its healing properties greatly diminish the inconveniences of shaving in cases of pimples, acne, etc. In London, 12, Tottenham Court Road, by Messrs. J. & A. Le Clerc, 12, Tottenham Court Road, London.

# Allen, Alderson & Co. LIMITED.

## SOLE AND EXCLUSIVE AGENTS FOR

Messrs. RUSTON, PROCTER & CO., LIMITED, LINCOLN.  
Fixed and Portable Steam and Oil Engines, Corn Mills.  
Patent Tinning-making Threshing Machines.  
Messrs. PLATT BROTHERS & CO., LIMITED, OLDHAM.  
Cotton Ginning Machinery.  
Messrs. JOHN FOWLER & CO., LIMITED, LEEDS.  
Steam Ploughing Machinery and Sundries.  
THE CENTRAL CYCLOPS CO., LIMITED, LONDON.  
Grinding and Pulverising Machinery.  
Messrs. CHARLES CAMMELL & CO., LD., OF SHEFFIELD.  
Steel Balls, springs, buffers, etc. — Patent and blast files.  
Messrs. MERRYWEATHER & SONS, LONDON.  
Steam and Manual Fire Engines.  
Messrs. F. REDDAWAY & CO., LD., PENDLETON, MANCHESTER.  
The Camel Brand Belting, etc., etc.

## Ratner's Safes.

THE ENGELBERG RICE HULLER.

Messrs. GREENWOOD & BARTLEY, LIMITED, LEEDS.  
The (Laval) Patent Steam Turbine — Electrical Dynamos and Motors.  
McCORMICK'S REAPERS & MOWERS.  
PLANET JUNIOR AGRICULTURAL IMPLEMENTS.  
Horse Hoe, Seed, Drill, etc., etc.  
OLIVER PLOUGHS.

Agent in Cairo: M. A. FATTUCCI.  
Agent in Khartoum: RIETI & BERTELLI.

## Egyptian Delta Light Railways.

### NOTICE

Parcels not exceeding 50 kilograms will be accepted at Bah el Louk Station for delivery anywhere in Helwan provided they are clearly addressed, safely packed and the sender signs a special forwarding note.  
An extra charge of 10 millimes per parcel will be made for delivery and the Company's liability is limited to L.E. 1 for each parcel.  
25941-4-2

## PAPIER WLINSI

Remède souverain pour la guérison rapide des irritations de poitrine, des rhumes, maux de gorge, rhumatismes, douleurs. Exiger le nom WLINSI.

## WEEKLY POSTAL TABLE.

### ALEXANDRIA OFFICE.

Table showing the days of despatch and arrival of the principal Foreign Mails from Monday, 15th, to Sunday, 21st May, 1905.

(BOTH DATES INCLUSIVE.)

| COUNTRIES                                   | MAIL PACKETS | ROUTES                 | DESPATCHES         |                  |                  |                  |                  | ARRIVAL |
|---|--------------|------------------------|--------------------|------------------|------------------|------------------|------------------|---------|
|   |              |                        | DATE               | Shipments        | Money            | Parcels          | DATE             |         |
| EUROPE                                      | British      | Port Said & Brindisi   | Monday 8.0 a.m.    | 8 p.m.           | 8 p.m.           | 8 p.m.           | Wednesday 6 p.m. |         |
|   | British      | Port Said & Marseilles | Tuesday 6.30 a.m.  | Monday 6 p.m.    | Monday 6 p.m.    | Monday 6 p.m.    | Tuesday 6 p.m.   |         |
|   | German       | Messina                | Thurs. 2 p.m.      | noon             | noon             | noon             | Friday 6 p.m.    |         |
| AMERICA & WEST COAST & AFRICA               | Italian      | Brindisi               | Friday 11 a.m.     | 10 a.m.          | 10 a.m.          | 10 a.m.          | Monday 6 p.m.    |         |
|   | French       | Marseilles             | Monday 2 p.m.      | noon             | noon             | noon             | Tuesday 6 p.m.   |         |
|   | Austrian     | Brindisi               | Monday 2 p.m.      | noon             | noon             | noon             | Wednesday 6 p.m. |         |
| GREECE...                                   | British      | Port Said & Brindisi   | Monday 8.0 a.m.    | 8 p.m.           | 8 p.m.           | 8 p.m.           | Wednesday 6 p.m. |         |
|   | Khedivial    | Piræus                 | Wedn. 9 a.m.       | noon             | noon             | noon             | Thursday 6 p.m.  |         |
|   | Russian      | Piræus                 | Friday 9 a.m.      | Thursday 8 p.m.  | Thursday 8 p.m.  | Thursday 8 p.m.  | Saturday 6 p.m.  |         |
| TURKEY, GREECE & SOUTHERN RUSSIA            | Khedivial    | Piræus                 | Sunday 8.0 a.m.    | Saturday 8 p.m.  | Saturday 8 p.m.  | Saturday 8 p.m.  | Wednesday 6 p.m. |         |
|   | Russian      | Piræus                 | Wednesday 8.0 a.m. | Tuesday 8 p.m.   | Tuesday 8 p.m.   | Tuesday 8 p.m.   | Thursday 6 p.m.  |         |
|   | French       | Port Said              | Thurs. 8.0 a.m.    | Wednesday 8 p.m. | Wednesday 8 p.m. | Wednesday 8 p.m. | Thursday 6 p.m.  |         |
| SYRIA ...                                   | British      | Port Said              | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | Italian      | Alexandria & Brindisi  | Monday 2 p.m.      | noon             | noon             | noon             | Tuesday 6 p.m.   |         |
|   | Italian      | Messina                | Thurs. 2 p.m.      | noon             | noon             | noon             | Friday 6 p.m.    |         |
| CYPRUS ...                                  | British      | Port Said              | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | Italian      | Alexandria & Brindisi  | Monday 2 p.m.      | noon             | noon             | noon             | Tuesday 6 p.m.   |         |
|   | Italian      | Messina                | Thurs. 2 p.m.      | noon             | noon             | noon             | Friday 6 p.m.    |         |
| MALTA ...                                   | British      | Port Said              | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | Italian      | Alexandria & Brindisi  | Monday 2 p.m.      | noon             | noon             | noon             | Tuesday 6 p.m.   |         |
|   | Italian      | Messina                | Thurs. 2 p.m.      | noon             | noon             | noon             | Friday 6 p.m.    |         |
| SUAKIN, TOR, JEDDAH, MASBOWA & BORDJ        | Khedivial    | Suez                   | Monday 8.0 a.m.    | Sunday 8 p.m.    | Sunday 8 p.m.    | Sunday 8 p.m.    | Wednesday 6 p.m. |         |
|   | Khedivial    | Suez                   | Wednesday 9.0 a.m. | Tuesday 8 p.m.   | Tuesday 8 p.m.   | Tuesday 8 p.m.   | Thursday 6 p.m.  |         |
|   | Khedivial    | Suez                   | Friday 9.0 a.m.    | Thursday 8 p.m.  | Thursday 8 p.m.  | Thursday 8 p.m.  | Saturday 6 p.m.  |         |
| PORT SUDAN & SUAKIN                         | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| MASBOWA & ASSAB ...                         | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| INDIA, ADEN & East Coast of Africa          | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| CHINA & AUSTRALIA                           | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| CEYLON, CHINA, JAPAN, & Straits Settlements | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
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|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| ADEN, ZANZIBAR, & East Coast of Africa      | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
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|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| ZANZIBAR & MADAGASCAR                       | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
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|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
| DIBOUTI & AFRICA                            | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |
|   | British      | Suez                   | Tuesday 8 p.m.     | Monday 8 p.m.    | Monday 8 p.m.    | Monday 8 p.m.    | Wednesday 6 p.m. |         |

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